

ALL hope of raising the steamer *Blanch*, which foundered off Whangpo Fort months ago, having been abandoned, the Customs notify that the wreck will be blown up. While the work is going on (which will be indicated by a boat near the wreck flying two red flags vertically) all steam vessels, of whatever size, are requested to go as slowly as possible when passing and passing the wreck, in order to avoid causing a surge and endangering the lives of the workmen. A magazine junk for the storage of explosives will be moored in the Junk Channel to the south-westward of Gough Island and this junk will fly a red flag by day and exhibit a red light by night, and all craft using that channel should take care to give her a wide berth.

So John Barclaycorn has once more gathered in John Sullivan, says the *Frederic Ball*, and the police authorities will not allow the sparring contest between the Boston boy and the lanky Antipodean. All that is very interesting to know, yet does not affect the public one way or the other. The idea of bury John in his 160 pounds of fat into a twenty-four foot long coffin against the wall of the Cornhill is too ridiculous to be treated with any degree of seriousness. John L. Sullivan has been a great man, no one disputes that fact. But he is now a piggy back, and had better talk fight of the past in place of throwing challenges around. A farm, not far from a distillery, where visitors might drive out once a week, is about John's idea. According to dispatches from New York, John could not even stay sober on Muldoon's ranch, when the proprietor thereof was compelled to leave him to his own devices for a few hours. It would be a good idea to have him train with Charlie Mitchell, who is shortly to leave England with a goodly bank roll. The two have met before, and have drunk together. Corbett will not fight Mitchell, naturally enough so why not let these two bar-becues, Charley and John, thump one another a few rounds for the amusement of a gathering of lovers of the sport?

THERE is a miserable little station in a certain part of Burma, where the headquarters of a British Infantry regiment at present lays. Nothing more than a collection of bamboo houses forming a Burmese village, a portion of Irrawaddy, and a desolate surrounding jungle enfolds the eye in this outlandish spot, while a European civilian in the locality is looked upon as a *rara avis*. The monotonous life of the unhappy soldiers lead in a place so devoid of attraction can easily be imagined, as the *Rangoon Times*, and one would think that the object of military authorities in such a station would be to make the barracks life of the men as comfortable as possible. Far from this being the case the men are irritated with a vexatious order compelling them when in barracks to be scrupulously dressed in either white or khaki clothing. All acquainted with the ways of the army know what an order of this description entails. It practically means a dress parade from morning to night, increased stoppage for clothing, and a probable entry in the regimental docket book for any attempt to wear a mixed dress of khaki and white with a view of saving expense and the better garments for drill purposes. A man is said to have been punished for simply wearing a khaki helmet with a suit of white when walking the few yards that separated his bungalow from the cantina! Can anything be more absurd, or more calculated to make a soldier dissatisfied with his lot, and when transferred to the Reserve, to speak ill of the army before intending to march-needed recruits, than senseless restrictions of the above nature?

VIOLENT DEATHS.

THE TAI-KOK-SUI TRAGEDY.

Chong Tok, a boat-builder, was charged at the Police Court to-day before Mr. H. E. Wodehouse, Police Magistrate, with having murdered one Tam Yat at Tai-kok-chul on the 14th inst. Mr. H. E. Wodehouse asked for the defence. Dr. J. C. Thomson said that at noon yesterday he made a post-mortem examination of the body of a Chinese adult. He had become sick in a sitting position, with the arms outstretched as if to give support for resting on some object. All over the body there were large bluish marks of decomposition, and owing to this no traces of signs of external violence could be seen. He found the spleen very much enlarged and ruptured, and it weighed 24 ozs. A healthy spleen generally weighed between 5 and 7 ozs. In his opinion death was caused by hemorrhage through rupture of the spleen. A blow from a fist or bamboo might have caused it. Wong Kiu, a foreman of earth coolies, said that at 1 p.m. on Saturday he was watching his *foh* go to work at Tai-kok-chul. He saw deceased chased by several men, and when they overtook him they beat him. They used poles and one man used a short wooden hammer. He found the deceased went to the wall at Blithfield Kowloon and then fell down. Witness recognised the men. The defendant was one of them. There were four men altogether and they beat deceased for about half an hour. After being beaten deceased ran away once and was pursued again by two men, of whom defendant was one. The pole produced was the one used by the defendant. The case was then remanded till 10.30 a.m. to-morrow.

A MANSLAUGHTER CASE.

Cheung Tat, a shop-cool, was charged at the Magistrate to-day that he "feloniously did slaughter one Li Chiu on the 8th instant at Victoria in this colony." Dr. J. M. Jackson said deceased was admitted into the Hospital at 6.15 p.m. on the 8th and died the same day at 3.30 p.m. He made a post-mortem examination at noon on the 9th. The body was that of a Chinese boy, about 18 years of age. There were no external marks of violence. The spleen weighed 1 oz. (the proper weight being about 5 ozs.), and was ruptured in the convex surface for about an inch. In his opinion death was caused by hemorrhage occasioned by the rupture. A blow on the spleen would, in his opinion, be enough to rupture it. Cheung Nam, master of the Yen Hing grocery shop, No. 47, Nollah Lane, said that the defendant was one of his *fohs*. On the 8th inst. between 3 and 4 p.m. he was behind the counter in his shop and saw the deceased enter to buy things and he gave short money. The defendant asked him to pay the balance and he refused. They began to quarrel and witness saw defendant strike deceased with a wooden board and then started to go home. Between 3 and 4 p.m. he was carried to his shop. At the same time a constable came and took witness to the station. He saw deceased at the mortuary and identified him. Nobody else struck the deceased but the defendant. Li Chong, a cool, said that at 3.30 p.m. on the 8th inst. he was at the luncheon shop buying things. He saw deceased who was lying at the same time, and heard the defendant say the deceased had paid him short money. Deceased and defendant argued, and witness saw defendant strike deceased on the side with his open hand. The deceased then placed his purchases and went away. The case was remanded till 10.30 a.m. on Thursday next.

THE PUBLIC SERVICE SCANDAL.

The Executive Council, after enquiring into the charges of accepting bribes made against C. Osmund, first clerk in the Registrar-General's Office, and Sanitary Inspector Hore, found that both men had failed to clear themselves. Mr. Osmund is ordered to resign on a reduced pension, and Sanitary Inspector Hore has been dismissed from the public service. The decisions have of course to be confirmed by the Secretary of State for the Colonies. The Council seems to have found a great difference in the two cases, and in justice to the officers concerned and to the public it should be made known why one man is punished more severely than the other.

CHINESE CHICANERY.

ABSOLUTELY FALSE REPORT.

It was reported by Chinese this morning that the *Winglong*, the first steamer, under the British flag, placed on the Hongkong-Wachow route, came to grief on Sunday while en route to Wachow from Hongkong. It was said that there was an accident to the machinery and that about fifty persons, chiefly native passengers, were injured thereby. It was also stated that the *Winglong's* rudder post was damaged. A reporter of this paper called during the afternoon at the offices of Messrs. Butterfield & Swire, the agents for the *Winglong*, and was informed that there was not the slightest foundation for the report. The vessel arrived yesterday morning at Hongkong and left this morning for Wachow. We are informed that a sensational account of the alleged accident appeared in certain local Chinese papers, and it appears that the *canard* was simply another illustration of the mendacious business methods of unscrupulous Chinese. By getting such a story as the one referred to well into circulation a pretty considerable "scoop" could possibly be made by those interested in the matter of securing freight and it affords proof that for downright duplicity and trickery the Chinese is hard to beat. It is a pity that there is, as usual, very little hope of the tricky inventors of this very Chinese yarn being run to earth and exposed thoroughly. Such "business methods" are exceedingly discreditable and indicate the low stratum of commercial morality common to the lower classes.

IMPORTANT TO EMPLOYERS.

THE LAW RELATING TO MASTER AND SERVANT IN THE FAR EAST.

IMPORTANT DECISION AT SHANGHAI.

In Her Britannic Majesty's Summary Court at Shanghai on the 3rd instant a case of interest to employers generally and to newspaper proprietors in particular was heard by Mr. R. W. Mansfield, Assistant Judge. The report of the proceedings as given in the *Shanghai Daily Press* is as follows:—

Chow-loon, compositor, sued Messrs. A. Cunningham and Co. for the sum of \$38.75, wages due including overtime from May 21st to May 29th, 1897. Plaintiff stated that he was a compositor, last employed by the *Shanghai Daily Press*. On the 23rd of May he received a letter stating that his father was sick, so he gave notice both to Mr. Cunningham and to Ah-fat, the foreman, that he would leave at the end of the month. The foreman told him it was all right and Mr. Cunningham said he had no objection to him leaving, so he left on the 29th May, but he could not go to Canton because he had not received his salary. There was no dispute about the money being due, and only when driven from the office had he come to the Court. He did not come before because he did not want to take proceedings against defendant. Defendant asked the plaintiff if he presented any claim for wages and overtime before leaving the office. Plaintiff—No. Plaintiff stated that the overtime was for September of last year and one Sunday of this year. Mr. Cunningham, sworn, stated that plaintiff was employed as a news-compositor, and some time near the end of May he came to him and said he could leave, as he wished to go to Canton. Witness told him he would speak to the foreman, which he did, and the foreman advised him not to let the man go as he was short-handed. Defendant again called up the plaintiff and told him if he wanted to leave without a month's notice he must provide a substitute. The next morning the foreman came again and said it was a made-up tale about the plaintiff's father being sick, and asked that the man should not be allowed to go without giving a month's notice. He left on the 29th May, the 29th, Saturday, being a holiday, but he was absent Sunday and Monday. During the first week in June he came for his salary and was told that he could not get it because he had not worked out his notice and had left before the end of May. He had never made any claim for overtime. It was only two or three days afterwards that the foreman and assistant foreman were discharged, with a month's pay for being absent from duty. It was understood among the men that they should give a month's notice and the workmen received a month's notice of dismissal or a month's pay from the office. A similar case was heard on September 26th, 1896, before Mr. Jamieson, and he decided that a compositor could not leave his employer without giving due notice. In this case the man's absence had caused loss and great inconvenience. His Worship decided to uphold Mr. Jamieson's precedent, that a man cannot leave his employer without giving a month's notice, and that if he leaves without notice a workman forfeited the wages accrued during the last month he was in the employ. It is argued to the contrary, that there was no evidence to substantiate plaintiff's claim, but his Honor asked defendant to look over his books and if he found that the overtime was due to pay the plaintiff. Costs were ordered to be paid by the plaintiff. The defendant said that if any overtime was really due he would receive the money, but it was the first he had heard of the claim, and plaintiff had left the office some time ago and after an interval of some months.

ENGINEERING, SHIPBUILDING, AND DOCK COMPANY OF SHANGHAI, LIMITED.

The following is the report of the Board of Directors for presentation at the second ordinary general meeting, to be held at the office of Messrs. Dodwell, Carrill & Co., Shanghai, on the 16th instant:—

The Directors have pleasure in submitting herewith a statement of accounts for the eight months ended April 30th, 1897, and considering the many disadvantages under which the Company has been working, the shareholders are, in their opinion, to be congratulated upon the results achieved. The balance of profit and loss account (Tls. 14,916.63) they propose to carry forward to new account.

New Dock.—The completion of this, despite hindrances caused by continued wet weather during the early part of the year, has been rapidly pushed forward, and excavation has now been carried to a depth of twenty-four feet. No serious difficulties have presented themselves, and with the exception of the recent slight break in the coffer dam, no accidents have occurred.

Buildings.—are now nearing completion, and it is expected that the machine shops will be ready for the new plant on its arrival in the course of the next few months.

Land.—The Directors have been able to purchase a valuable property comprising now 125,813, which includes over 2,000 feet of river frontage. The title deeds are now all in the name of the Company. A wall, ten feet high, has been erected round that part of the property on which the works are to be situated.

Plant and Stock.—have been carefully valued, and the Directors have not deemed it necessary to write anything for depreciation.

Directors.—in accordance with the Articles of Association, Mr. Otto Messer retired, but, being eligible, offers himself for re-election. **Auditors.**—The accounts have been audited by Messrs. Wilmer Harris and Rufus F. Eastlack, but owing to the unfortunate illness of the former he is unable to append his signature. They retire, but offer themselves for re-election.

PAY IN THE CUSTOMS SERVICE.

We have more than once drawn attention in these columns to the hardships that the former members of the Customs staff are suffering from the fall in exchange, and these hardships are becoming more acute every month, and with the decline in the value of the Shanghai tael almost to the classic half-a-crown, they have become really almost intolerable. We remember Mr. Ezekiel, of E. D. Sassoon's remarking some years ago when apprehensions were growing stronger as to when exchange would touch bottom, that it was hopeless to expect bi-monthly or anything like that. It was a warning, and that is what is now the case. There has been a good deal of readjustment of values in the interval, not altogether to the advantage of those whose incomes are fixed in silver, though many of the leading firms have recognized the difficulties in which their employees were involved by the fall in exchange, and have given them compensation. But there is one very worthy and important class of the community to whom the wind has not been tempered at all. Shown they are all round; but their protection against the wind of want has not been increased at all. We allude to the staff of the Imperial Maritime Customs, whose condition everywhere is now the more pitiable in that with the fall in silver there has been a rise in copper cash, and to whom it is a mere mockery to read of Mr. Wetmore assuring his fellow-bimetallists that silver will still buy just as much in China of Chinese products as it ever would. Most pitiable is the condition of the Customs employees in Shanghai, where the sudden growth of the community since the war with Japan has caused an enormous and most inconvenient rise in rents and the prices of nearly all the necessities of life. Of old the majority of people in Shanghai never did much more than make both ends meet; but when all their outgoings are increased and their incomes remain stationary the *hatus* becomes intolerable.

While there has been no increase in the rates of pay of the Customs staff, there has been, particularly in the smaller ports, an increase in their duties. It has fallen to their lot for instance to organize and work, without any increase in their salaries, the new and most inconvenient rise in rents and the prices of nearly all the necessities of life. Of old the majority of people in Shanghai never did much more than make both ends meet; but when all their outgoings are increased and their incomes remain stationary the *hatus* becomes intolerable.

To show the hardships which the decline in silver has brought on the Customs staff we will take a concrete instance, which will impress the mind much more than paragraphs of general remarks. We take the case of a man who joined the service thirteen years or so ago on a salary that was supposed to be equivalent to £300 a year, though even at that time it only produced him about £450. Since 1884, the value of his salary has been reduced by four promotions, each of which was supposed to add £100 a year to his pay, and he should now be getting about £700 a year, a fair enough income, seeing that the work is not particularly arduous nor particularly responsible in the lower grades. On the other hand, the Customs employees have the disadvantage of never knowing how soon he may be ordered to another port, and has nothing in the shape of pension to hope for when his work is over. 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Intimations.

A STRIKING SUCCESS!
MAYPOLE SOAP BUT WON'T WASH
WELL DYE TO ANY SHADE. OUT OR FADE.

DOES NOT DYE THE HANDS.

For Dyeing SILKS, SATINS, COTTONS, FRATHERS, LACE, WOOLLEN GOODS, or MIXTURES
OF COTTON AND WOOL, &c.Such as Blouses, Dresses, Underlinen, Ribbons, Children's Frocks, Flannels, Lamp Shades,
Silk Scarves, Handkerchiefs, Gentlemen's Shirts, Lace Curtains, Silk Gloves,
Stockings, Antimacassars, Toilet Mats, Shawls, &c., &c., &c.

COLOURS STOCKED.

Cream, Heliotrope, Pink, Canary, Mauve, Alice Green, Light Blue, Terra-Cotta, Orange,
Nutmeg, Scarlet, Black, Cerise and Cardinal.

SOLE AGENTS for Hongkong and China,

WATKINS & CO., Apothecaries' Hall, 66, Queen's Road Central. [13]Dr. KNORR'S
ANTIPYRINE

patented

In Powder and Crystals, also in Drops of 5
grains, easily soluble in Water,
Wine, &c.FEVER, RHEUMATIC and NEURALGIC
AFFECTIONS,
NERVOUS AFFECTIONS.**ARGONIN.**

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solution
possesses similar bactericidal action to
silver nitrate, but is distinguished by complete
absence of irritating properties.It is requested that the directions on the
boxes for making solutions shall be implicitly
followed.**CHINA EXPORT, IMPORT & BANK CO.,**SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS! [135]

TAKE NOTE

It is UNIVERSALLY ADMITTED THAT
TO indicate the exact use of words, no
DICTIONARY can compare with the New
Edition of
WEBSTER'S DICTIONARY.At the office of the *Hongkong Telegraph* you
can see, and procure for SIX DOLLARS, a Copy
of the *Webster's Dictionary*, the latest and most
emphatic proof that *Labor omnia vincit*.
Hongkong, 17th May, 1897. [221]**MITSUBI BUSSAN KAISHA.**

No. 6, Ice House Street, Prince Central.

Head Office—TOKIO.

LONDON, NEW YORK, BOMBAY,
SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHANG and all Ports in JAPAN.

Agents—

Mild Coal Mines.
Onuma Coal Mines.
Kanada Coal Mines.
Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills, Japan.
Cotton Cleaning and Wg. Co., Shanghai.
Onoda Cement Company, Japan.
Kangasuchi Cotton Spinning Mill, Japan.
The Milne Cotton Spinning Mill, Limited.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.
Hongkong, 11th December, 1896. [45]

Hotels.

WINDSOR HOTEL,

HONGKONG.

THIS ESTABLISHMENT, situated in the
elegant Building known as "CON-
NAUGHT HOUSE," offers First-Class Accom-
modation to Residents and Travellers.
Passenger Elevator, from Entrance Hall to
each floor, in charge of experienced Attendant.
Favourable Arrangements made for Families
and for Monthly or Extended Periods.

P. BOHM,

Proprietor & Manager.

Hongkong, 3rd April, 1895. [35]

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed
HOTEL, situated at a height of 2,550 feet
above sea-level, has just been thoroughly
re-decorated, renovated and re-furnished, and
a NEW WING has been built, which commands
magnificent Views of the Harbour and mainland
of China.

For further particulars, apply to

THE MANAGER,

New Victoria Hotel.

Hongkong, 24th November, 1896. [39]

THOMAS'S GRILL ROOM.THIS Establishment has always enjoyed a
high class reputation for Liberality in
Menu, Quality of Food and Perfection of Cuisine.
THIS REPUTATION WILL BE
MAINTAINED.Fresh Dairy Produce, FRUIT and other
supplies are regularly imported from the United
States, Canada and Australia. BEEF from
Kobe and TURKISH from the Straits.
The WINES, SPIRITS and MALT
LIQUORS, comprising all brands in general
demand, are the best shipped to the Far East.
In addition to the BAR, GRILL and DINING
ROOMS, the upper floors are arranged so as
to provide PRIVATE ROOMS suitable for
DINNERS or SUPPERS, &c.PICNIC and BATHING PARTIES supplied
with light refreshments at a moment's notice.
ICE CREAM from 2 P.M. to 11 P.M.
COLD MEAT SUPPERS from 9 to 11.30 P.M.
THOMAS'S GRILL ROOM.

FREDERICK BISHOP,

Manager.

371

NEW VICTORIA HOTEL.**BOULEVARD.****MEALS A LA CARTE.**CHOPS, STEAKS, &c., &c., at any time
between 7.30 A.M. and 11.30 P.M.

MONTHLY BOARDERS at Moderate Rates

MADAM FARMER,

Proprietress.

Hongkong, 24th September, 1896. [124]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG,"

Captain Hodgins, will be despatched for the
above Ports on THURSDAY, the 12th instant,
at Noon.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 9th August, 1897. [1221]

NIPPON YUSEN KAISHA.

TRANS-PACIFIC LINE.

MONTHLY SERVICE.

FOR SEATTLE, WASHINGTON,
VIA KOBE AND YOKOHAMA.(Through Passenger Ticket and Bills of Lading
issued for the principal Cities in the
UNITED STATES, CANADA and EUROPE, in
connection with the Great Northern Railway
and Atlantic Steamers.)

THE Company's Steamship

"KAGOSHIMA MARU,"

Captain W. Thompson, will be despatched as
above on THURSDAY, the 12th August, at
Noon.Consular Invoices of Goods for the United States
should be in QUADRUPPLICATE, and one Copy
must be mailed by the Steamer to the care of
the FREIGHT AGENT, Great Northern Railway,
Seattle, Wash.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 29th July, 1897. [1165]

FOR SHANGHAI.

THE Steamship

"LYEEMOON,"

Captain G. Heuermann, will be despatched for
the above Port on THURSDAY, the 12th instant,
at 5 P.M.

For Freight or Passage, apply to

SHEWSEN & Co.

Hongkong, 9th August, 1897. [1222]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.(UNDER MAIL CONTRACT WITH THE AUSTRIAN
GOVERNMENT.)STEAM TO SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"MEDUSA,"

Captain T. Anzovich, will leave for the above
places on THURSDAY, the 12th instant.

For Freight or Passage, apply to

SANDER & Co.

Agents.

Hongkong, 5th August, 1897. [1205]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.

THE Company's Steamship

"HUPEH,"

Captain Quill, will be despatched as above on
THURSDAY, the 12th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 3rd August 1897. [1185]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"TANTALUS,"

Captain Hannah, will be despatched as above on
FRIDAY, the 13th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 9th August, 1897. [1186]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GHAZEE,"

will sail at Noon on the 17th August, 1897.

S.S. "LENNOX," to sail about 31st August, '97.

S.S. "PATHAN," to sail about 10th Sept., '97.

S.S. "BRAEMAR," to sail about 24th Sept., '97.

For Freight or Passage, apply to

DODWELL, CARILL & Co.,

Agents.

Hongkong, 7th August, 1897. [1103]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL.

VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW,
CONTINENTAL PORTS, RIVER PLATS, &c.)

THE Company's Steamship

"PINGSUY,"

Captain D. Davis, will be despatched as above
on WEDNESDAY, the 12th instant.

For Freight, &c., apply to

HOLLIDAY, WISE & Co.,

Agents.

Hongkong, 7th August, 1897. [1206]

"SHELL" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"EUPLECTA,"

Captain Morris, will be despatched as above
on FRIDAY, the 20th instant.

For Freight, apply to

ARNOLD, KARBURG & Co.,

Agents.

Hongkong, 5th August, 1897. [1215]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A.T. British Ship

"FALLS OF DEK,"

Lieut. Master, shortly expected, will sail for
the above Port and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES & Co.

Agents.

Hongkong, 6th February, 1897. [1244]

FOR SAN FRANCISCO.

THE 100 A.T. British Ship

"HEATHBANK,"

McKeehan, Master, shortly expected, will sail
for the above Port, and will have quick
despatch.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.

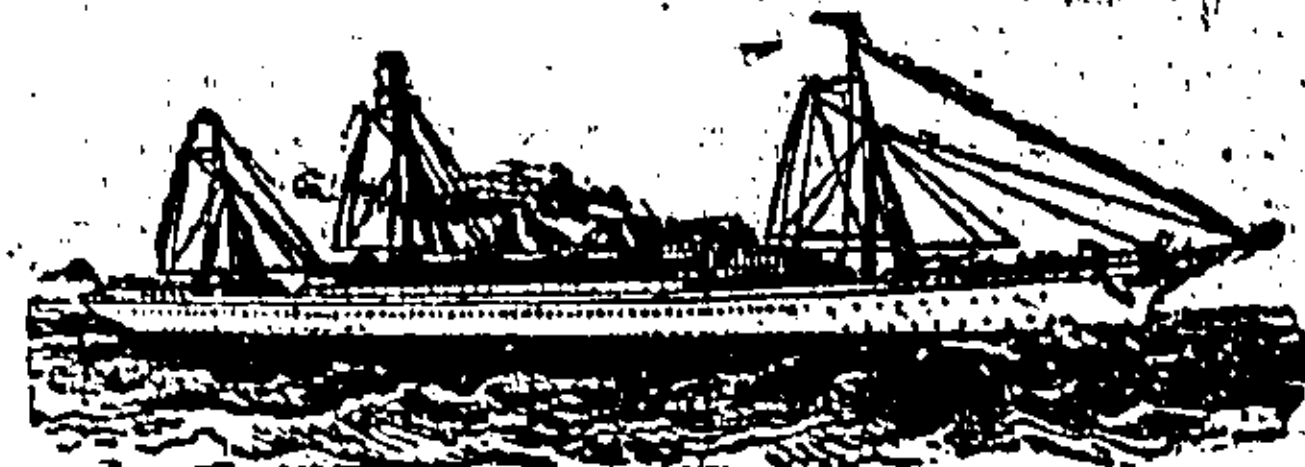
Agents.

Hongkong, 17th July, 1896. [1197]

Mails.

**CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.**

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 11th Aug.

EMPRESS OF INDIA...Comdr. O.P. Marshall, R.N.R...WEDNESDAY, 1st September.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 29th September.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA
OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough
passages generally experienced in the latitude further South) and make connection at Vancouver
with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC
RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE
ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the
Continent are given choice of.Passengers Booked through to all principal ports and AROUND THE WORLD. Return
tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition),
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Railway passes.THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pillar's Street. [15]

Hongkong, 21st July, 1897.

**OCCIDENTAL & ORIEN-
TAL STEAMSHIP
COMPANY.**TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,CENTRAL AND SOUTH AMERICA, AND
EUROPE.THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 14th Aug., at Noon.

Doris (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 2nd Sept., at Noon.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 21st Sept., at Noon.

THE Company's Steamship

"CAELIC,"

will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU on
SATURDAY, the 14th August 1897, at Noon.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu
and passengers are allowed to break their
journey at any point en route.Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic Lines
of Steamers, and to the principal cities of the
United States or Canada. Rates, and parti-
culars of the various routes may be obtained
upon application.Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.All PASSENGER PACKAGES should be marked to
address in full, and same will be received at
the Company's Office until 7 P.M. the day
previous to sailing.Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Enrya Central.

J. S. VAN BUREN, Agent.

Hongkong, 15th July, 1897. [19]

**F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.**PRIMA CENTRAL HONGKONG
SOAP MANUFACTURERS.SOLE AGENTS FOR
HARTMANN'S GENUINE
COMPOSITION RED HAND BRAND
HARTMANN'S GREY PAINT.
DANIEL'S PATENT MOTOR LAUNCHES
&c., &c., &c.Sole Agents for
FUSION'S SPECIAL CREAM
&c., &c., &c.P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.SPECIAL KIND OF
SHIPMENT AND REQUIREMENTS
ALWAYS IN STOCK.BLACK & WHITE PAINTS
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Mails.

THE PENINSULAR AND ORIENTAL
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ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH